

CENTRAL INTELLIGENCE AGENCY  
 INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR 5 June 1953

SUBJECT VEB Schiffbau Berlin  
 700-ton Motor Barge

NO. OF PAGES 1

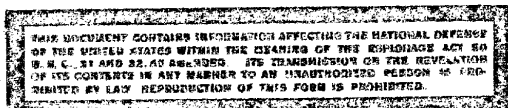
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THIS IS UNEVALUATED INFORMATION

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1. On 4 March 1953, the Schiffbau (Shipbuilding) VEB in Berlin received order to submit a design for a 700-ton self-propelled motor barge for the transportation on inland waters of cargo in bulk and mixed goods which, under the regulations on traffic on lagoons and inland seas, could also be licensed for those waters and was to be built under the survey of the Deutsche Schiffs-Revision- und Klassifikation (German Ship Survey and Classification Office) (DSRK).<sup>1</sup> and 2. The order demanded that the hull structure of the vessel and the material used comply with the highest DSRK specifications; that its lines be designed on the basis of the experience and results of the model experiments carried out by the HSVA;<sup>3</sup> the shape of the bow frames be that of the AMANDA-type vessels; the stern section be cruiser stern type with a built-in screw tunnel similar the Amanda type; the bilge radius be 250 mm; the plant be a 300 hp propulsion plant giving a speed of about 14 km per hour in smooth water with a draught of 1.4 meters; and that with 10 tons of engine fuel and 1/2 ton of lubricating oil the vessel have a cruising range of about 2,000 km in smooth water.
  2. The vessel was designed to be built of ship building steel to the specifications of the DSRK. Most of its hull was to be welded together and was to have six watertight bulkheads subdividing seven compartments, namely aft peak, engine room, three holds, living room, and collision room forward. The cargo holds were to be divided by wooden bulkheads, and the collision room was to include chain lockers.
  3. An R 8 DV 131 Buckau-Wolf 300 hp Diesel engine running at a rate of 360 rpm was scheduled as main engine. Auxiliary machinery was planned to consist of a 12-hp Diesel engine, a compressor with a maximum final pressure of 30 kg/cm<sup>2</sup> (430 lbs/sq.in), a draining pump running at a rate of between 250 and 300 rpm, and a 1.5 KW generator yielding about 24 volts. A storage battery of about 160 amperes was also planned.
1. Comment. Since lagoon and inland sea traffic signifies traffic on the Stettiner Haff and on the Greifswalde Bodden, the vessel described is also designed for traffic to Ruegen Island. 25X1
  2. Comment. The DSRK is the former Germanischer Lloyd (German Lloyd classification society) in East Germany. 25X1
  3. Comment. The abbreviation HSVA was reported for the first time and presumably stands for Hochschule-Schiffbau-Versuchs-Anstalt (Experimental station for seagoing ships).

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